

NOTES:

- 1. THE DIMENSIONS SHOWN CONTROL THE TOE OF THE SLOPES.
- 2. HORIZONTAL CLEARANCES SHOWN ARE NORMAL TO THE CENTERLINE OF THE TRACK. USE REDUCED CLEARANCES WHEN REQUIRED BY SPECIAL CONDITIONS AND WITH APPROVAL OF THE RAILROAD INVOLVED.
- 3. DETERMINE THE SIZE OF THE CUT DITCH BY A HYDRAULIC ANALYSIS.
- 4. INCREASE DISTANCE AT INDIVIDUAL STRUCTURE LOCATIONS AS APPROPRIATE TO PROVIDE FOR UNUSUAL DRAINAGE, OR SNOW STORAGE.
 - a. PIPE THE CUT DITCH OR INCREASE THE DISTANCE TO ACCOMMODATE
 - A LARGER CHANNEL IF JUSTIFIED BY HYDRAULIC ANALYSIS.

 b. INCREASE THIS DISTANCE TO PROVIDE SPACE FOR HEAVY OR DRIFTING SNOW IF JUSTIFIED BY THE RAILROAD.
- 5. USE A RANGE OF 6" ABOVE THE MINIMUM VERTICAL CLEARANCE SHOWN EXCEPT WHEN OTHER GEOMETRIC CONSIDERATIONS GOVERN.

REVISIONS									APPR. REMARKS	
									NO. DATE	
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101+4+4	NOTION	NSTRUCTION				JAN.01,2005	DATE	JAN.01.2005	DATE	
	O O O O O O O O O O O O O O O O O O O	STANDARD BRAWINGS FOR ROAD AND BRIDGE CONSTRUCTION	SALT LAKABETYSATION		RECOMMENDED FOR APPROVAL	- pha 1/71 contract	CHAIRMAN STAND FOS COMMITTE	くくと	DEPUTY DIRECTOR	
RAILROAD CLERANCES AT HIGHWAY OVERPASS STRUCTURES										
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